

VOL. 4

APRIL, 1905

NO. 3

K.C.S. CURRENT EVENTS

ALONG THE LINE
OF THE



K.C.S.
"STRAIGHT AS
THE CROW FLIES"
TO THE GULF

KANSAS CITY SOUTHERN RY.

AN
AGRICULTURAL
AND
INDUSTRIAL
MAGAZINE.

S. G. WARNER,
GEN'L PASS. & TICKET AGT.



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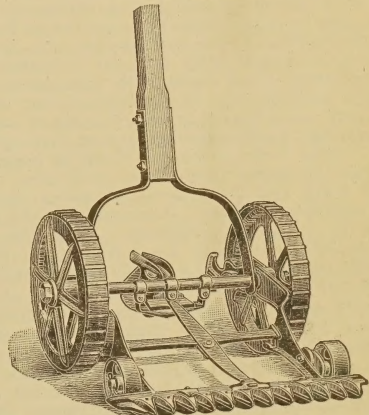
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A-20—10 acres, 1¼ miles from Bates, Scott Co., Ark.; 8 acres in cultivation, soil best adapted to corn and fruit; country rolling; good spring water; has 4 ft. 9 in. vein of black anthracite coal under land; close to school and church. Good place for poultry or truck farm. Price, \$300.

A-21—110 acres, 2½ miles from Abbott, Scott Co., Ark.; close to school and church; 40 acres under cultivation, 35 acres oak and hickory timber; soil sandy loam, best adapted to corn, cotton and fruits; 12 acres orchard, trees bearing; land rolling; one 3-room house and one 2-room house, good barn and other improvements; fine water. Price, \$2,500.

A-23—30 acres, 1¼ miles from Bates, Ark.; close to school and church; 14 acres oak, pine and hickory timber; soil sandy loam, best adapted to corn, cotton, fruit and all kinds of berries; land level and watered by good springs of fine water. Price, \$900.

A-24—40 acres near Bates, Ark.; close to school and church; 22 acres in cultivation, 18 acres timber; soil sandy loam, best adapted to corn, cotton and fruits; good level land with good water; land underlaid with fine vein of coal. Price, \$900.

A-30—80 acres ½ mile from main line of De Queen & Eastern Railway, and 3 miles from Lockesburg, Sevier Co., Ark.; fine land, good soil, best adapted to corn, cotton and fruits; land well watered. Price, \$1,200.

A-32—133 acres lying on Bear Creek, 3¼ miles from Horatio, Sevier Co., Ark.; good, rich bottom land; will raise anything. Price, \$1,650.

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A-59—80 acres 5 miles from Lockesburg, Ark., close to school and church, 12 acres in cultivation, rest in mixed timber, red gravelly soil, best adapted to fruit corn and cotton, land fairly level. Price, \$800.

A-60—99 acres 2 miles from Lockesburg, Ark., close to school and church, 45 acres in cultivation, rest in pine and oak timber, good red soil, best adapted to fruit, grain and cotton, 4 acre orchard, land level, 2 good houses, 4 rooms each, good barn, sheds and other outbuildings. Price, \$2,000.

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A-62—40 acres near Lockesburg, Ark., close to school and two churches. Twenty acres in cultivation, 18 acres in timber, red soil, will grow anything, 2½ acre orchard, assorted, land part level and part rolling, good drainage, good house and barn, sheds and other outbuildings, 2 wells and springs on place. Price, \$800.

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A-39—80 acres near Lockesburg, Ark., known as the Geo. Flowers Place; good soil; fine land; well watered. Price, \$1,200.

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A-41—620 acres, known as the Hudson Tract, near Lockesburg, Ark.; good, rich soil; fine land; soil adapted to grains, cotton, fruits, etc.; a fine farm, must be seen to be appreciated. A bargain at \$10,000.

A-35—120 acres near Lockesburg, Ark.; good, rich soil, will grow anything, especially adapted to fruit, in fruit belt; good upland; well watered; good improvements;

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M-24—88½ acres 3 miles from Cleveland, Mo.; close to school and church; 65 acres under cultivation, 10 acres timber; rich, black soil; good loose bottom land, adapted to grain and grasses; small orchard on place; land comparatively level; 2-room house, good barn and other improvements; land well watered. Price, \$3,950.

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M-26—150 acres 1¼ miles from Merwin, Cass Co., Mo.; close to school and church; 110 acres in cultivation, 5 acres timber; good, rich, black soil, best adapted to grains and grasses; 4 acres of apple trees and 5 acres peach trees in orchard, all bearing; land slightly rolling; nice house, good big barn and other outbuildings; good water. Price, \$5,250.

M-27—80 acres 1¾ miles from Cleveland, Mo.; close to school and church; 65 acres in cultivation, 15 acres timber; good, rich soil, best adapted to grains and grasses; small orchard on place; land slightly rolling; good 4-room house, barn and other outbuildings; farm well watered; telephone connection and on R. F. D. route. Price, \$4,000.

M-28—125 acres 1½ miles from Amoret, Bates Co., Mo.; close to school and church; 115 acres in cultivation, 10 acres mixed timber; good, black, limestone soil, adapted to any kind of crop; small orchard on place; land slightly rolling; good house and barn; farm well watered by springs. Price, \$5,000.

M-30—50 acres 2½ miles from Lisle, Cass Co., Mo., close to school and church; 35 acres in cultivation, 11 acres timber, good black soil, best adapted to corn and hay, small orchard on place, land rolling, good 3-room house, nice barn, chicken house and other outbuildings on place, farm watered by spring. Price, \$1,750.

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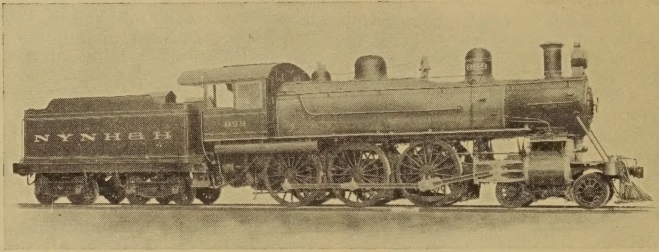
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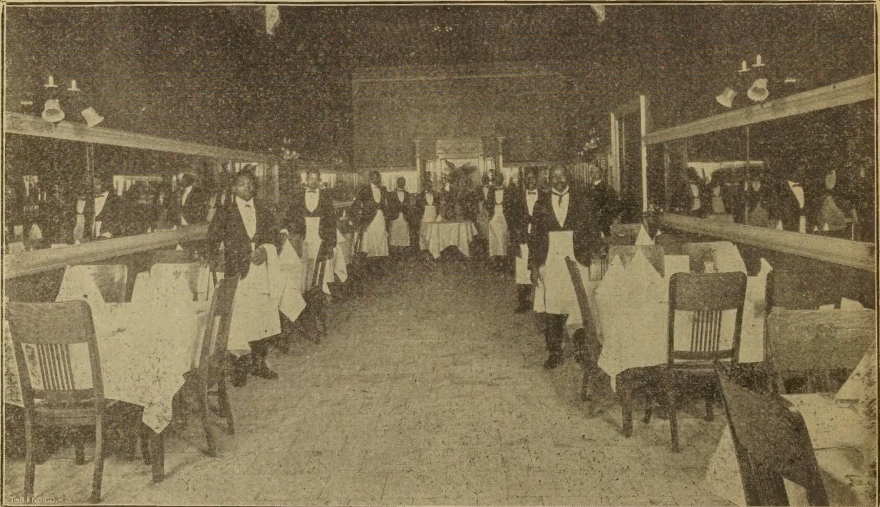
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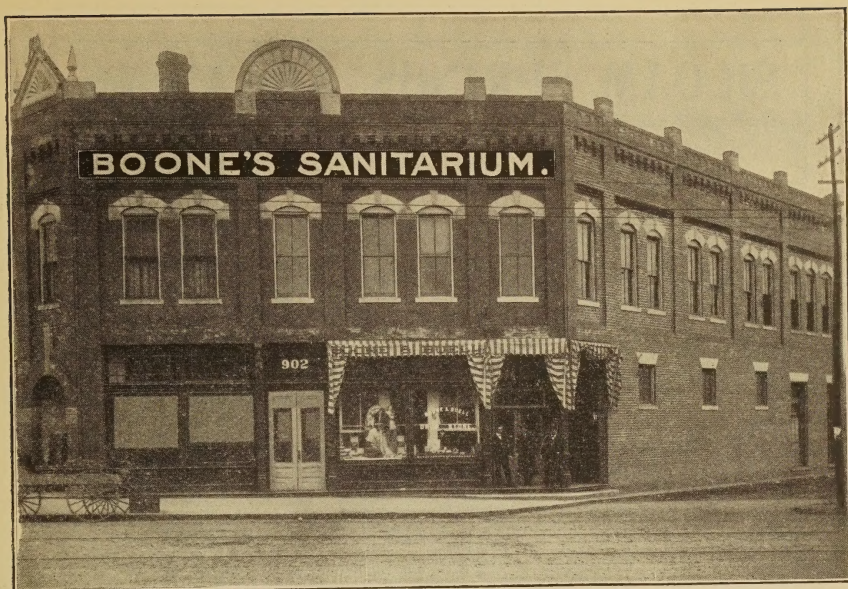
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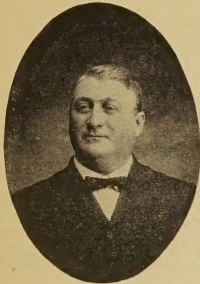
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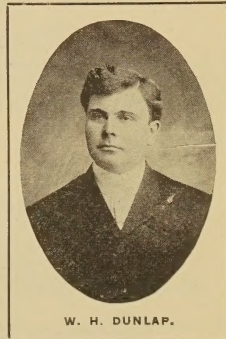
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CURRENT EVENTS

APRIL, 1905

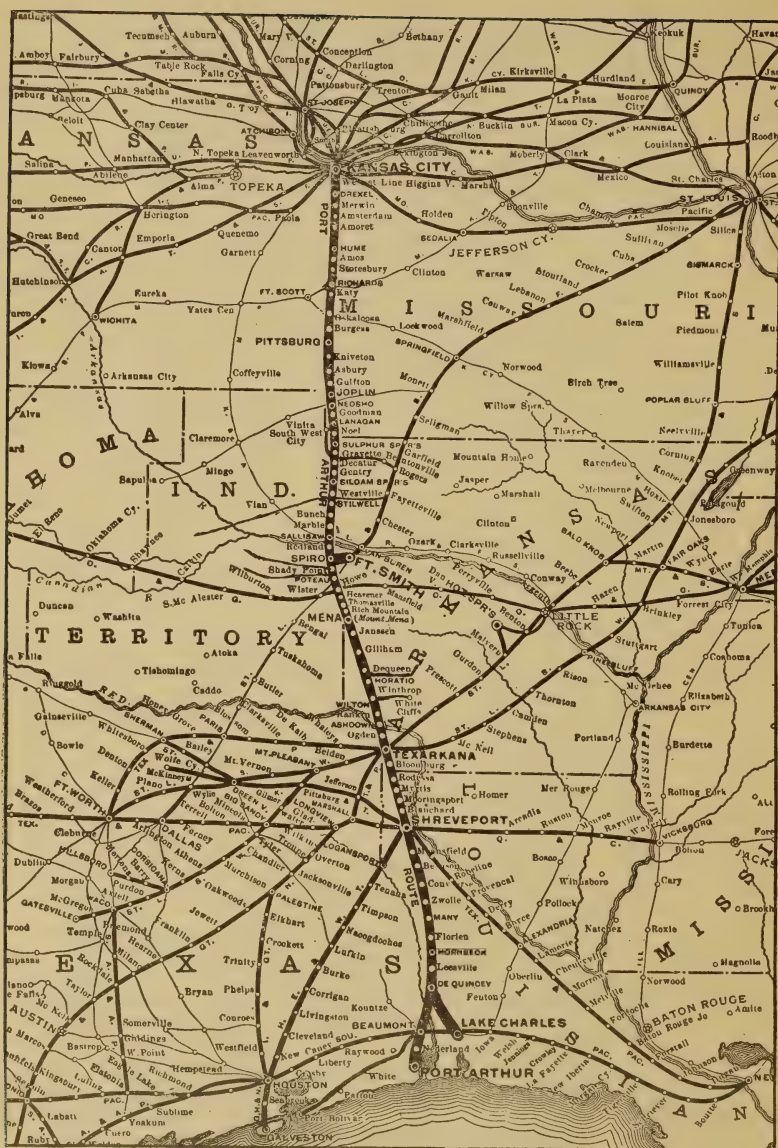
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NUMBER THREE

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MAP OF KANSAS CITY SOUTHERN RAILWAY.

The Future of the Gulf States.

Neither a prophet, nor the son of a prophet are needed to predict what development will be made in the future in the Gulf states or in any of the territory lying south of the Ohio and the Arkansas rivers. It is a matter of mathematics, rather than of guesswork to form an opinion as to what extent this ultimate development will reach.

The southern states are essentially agricultural, much more so than is the country north of Mason and Dixon's line, and they have been so since their settlement. Cotton was the only crop depended upon for a cash income and before the days of the Civil war, the labor conditions were such that the crop could be depended upon to yield a profit. The civil war utterly demoralized the labor conditions and a decade passed before a working basis or tangible improvement in handling the staple crop could be arrived at. Most of the large plantations lay idle for many years after the war. The one crop system was maintained by means of a tenant system, which was never entirely satisfactory, until about 1890, when other money crops began to be introduced and the people began to realize that other crops than cotton could be grown. Since then a real and wonderful progress has been made.

The close of the war brought unexampled activity to the state north of the Ohio river and west of the Mississippi. Many thousands of miles of railway were built and vast areas of new country were made available for settlement. Through the organized efforts of the land grant railroads enormous stretches of country were settled and built up in a very short time. The agricultural resources were fully developed in the early eighties, and after that came the utilization of such other resources as the various sections of country afforded. The net result was

the building of a dozen new states and the growth of a hundred or more cities. The work of settlement was kept up until nearly all the tillable land was taken up and occupied, until the timber, mineral and other resources had been fully developed and a second generation of people had reached maturity in the newly settled country. The then vacant places are now filled to overflowing, and for every owner of land there are now five or more tenants, because the acreage originally sufficient for the settler and his growing family is not sufficient for the families of his grown sons and daughters.

The productive capacity of the soil varies in the different states. In Iowa, Kansas or Nebraska corn is the preferred crop. Fifty bushels at an average price of twenty-five cents per bushel, is about the average crop. To secure a gross income of \$1,000, eighty acres would have to be cultivated in corn. The expense of raising this crop including taxes will be about \$7 per acre or \$560 on the eighty acres, leaving net \$440. If the grower owns the land and does the work himself he saves his wages, and by feeding his corn to cattle and raising hogs he may save himself when corn is low in price and even gain a little under favorable conditions, but for all that, eighty acres is as small an acreage as he can get along with. He is strictly a one crop farmer. The wheat farmer on eighty acres of land would hardly fare as well. At fifteen bushels per acre and at seventy cents per bushel, he would have a money value of \$840 and if the cost of production and taxes, say \$7 per acre are deducted, \$540, he would have only \$300 left. If he depended entirely on wheat he would need at least 120 acres, and in addition to this he must find the feed for his stock. Taking the average of the two staple crops, it will be conceded that for ordinary farming

operations in the northern and north-western states 100 acres will be necessary and that 160 acres as a rule are essential to farm with profit. The ordinary rental on corn and wheat lands is about three dollars per acre, say \$300 for a hundred acre tract and this means close living for the tenant, say five-sixths of the farm population of the corn and wheat states. Outside of the irrigated sections of the country, west of the 105th meridian, where intensive cultivation is the rule rather than the exception, stock raising is the principal business and much of this is carried on on stolen pasturage. The native pasturage is almost the sole reliance for forage. On the average western range, running one year with another, the grass from ten acres is required to raise one steer and three years' grazing is necessary before he is ready for the market. It is evident that a 160-acre tract will not maintain enough stock to support a family and that a square mile would hardly be sufficient, unless the stock raiser can produce forage on the land in favorable years. The greater part of his range stock except in favorable years, must be sent farther east and be fed on either corn or cottonseed to meet the requirements of the butcher.

Some localities, of course, are better favored than others, and corn and wheat are not the exclusive crop in all localities. Alfalfa, oats, hay, flax, some fruits and commercial truck are grown in different sections in addition to the standard crops mentioned, but for all that there is sufficient uniformity in yield, variety and value of the crops grown to warrant the statement that 160 acres are necessary to maintain a family in moderate comfort in most of the northern states and more than that further west. Owing to the climatic conditions, the range of production is limited in each locality to one or two of the great staple crops. Proceeding southward the range of production gradually increases to the point, where by reason of the long-growing season two and sometime three distinct crops may be grown on the same land.

The southern farmer laboring for over a century under the delusion that

his land was good only for raising cotton for export and corn for home consumption, did not fare much better or even as well as the northern farmer. The average cotton crop on the uplands is about 2-5 of a bale of lint per acre, say 200 pounds, worth at say 8 cents per pound, \$16.00 per acre, the seed being worth perhaps three or four dollars more. On the bottom lands 3-4 to 1 1-4 bales, say an average of one bale of 500 pounds per acre, worth at 8 cents, \$40 per bale or per acre, plus the seed. The cost of producing it, say 6 1-2 cents per pound would be \$13 per acre on the uplands and \$32.50 on the bottom lands, leaving a net profit of \$3 per acre on the upland and \$7.50 per acre on the bottom land. To make a profit of \$500 in a year at the price given, on the upland 166 acres would have to be cultivated and on the bottom lands 66 acres would be required, or an average of 116 acres. Few of the cotton growers, doing their own work, cultivate that much land in cotton, though there are numerous large plantations where a very large acreage is cultivated by tenants. Cotton varies greatly in price, selling in 1903 at 15 to 18 cents per pound and being as low as 6 1-2 and 7 cents per pound in 1904, ordinarily fluctuating between 8 and 10 cents per pound. On most cotton farms, one-third or one-fourth of the land is cultivated in corn, with an average production of about 25 bushels per acre, though the bottom lands yield from 50 to 75 bushels, being used almost exclusively for feeding the work stock, the price is seldom less than fifty cents per bushel, and often the price is much higher.

Under the old regime, cotton and corn might have remained the almost exclusive crop indefinitely. The building of thousands of miles of new railways, the development of the vast mineral and timber resources, the awakening of the old towns and the growth of numerous new centers of commercial and industrial activity created new demands on the soil, and these have in a measure been complied with. Among the standard field crop now extensively grown and readily marketed is alfalfa, which, owing to the long growing season, yields from three to six

tons per acre, selling ordinarily for \$10 to \$15 per ton. Oats are also a staple crop, yielding from 40 bushels in Louisiana to 80 bushels in central Texas. Near the coast rice is grown extensively and in rotation with corn, oats, cotton or sugar cane. Hay and forage are now produced in quantity, and fine southern bred beef cattle and hogs are now found in the great northern stock yards. The foregoing may be named as the standard field crops, averaging in value gross per acre, say cotton \$28, corn \$12.50, alfalfa \$50, oats \$18, or to put it another way, 100 acres are worth gross in cotton \$2,800, in corn \$1,250, in alfalfa, \$5,000, in oats, \$1,800, from which the cost of production must be deducted. In the cultivation of these crops there are possibilities not dreamed of in northern latitudes; an oat crop harvested in May or April is followed on the same land by a corn or cotton crop, or a crop of peanuts, cowpeas or other forage plants. A corn crop can be followed on the same land by a cotton crop, or if winter pasturage is desired by a crop of rye, oats or wheat, which are pastured all winter and cut in May for either the grain or the hay. The alfalfa which affords good pasturage all winter and then cuts from three to six tons of hay during the summer.

The greatest present successes and future possibilities are, however, in the further development of the fruit and truck growing industry which is now in a most flourishing condition. The tendency during the last decade has been to diversify the crops and produce in greater variety than ever before. The gross cotton acreage is greater than in the years past, but the individual farmer no longer depends upon it as the sole source of cash income. His acreage in cotton is smaller and much of his land is now devoted to other crops. Financially he is in better condition than he has been for a century. He now produces more corn and finer hogs, more forage and beef cattle and concentrates his efforts on a smaller acreage. The cotton crop mortgage is no longer the unwholesome specter of the years gone by, for the pork, poultry, eggs and truck raised on the farm have banished it from

many localities, much to the grief of the local merchant, who usually had an interest bearing mortgage on everything in sight and due to come within the range of vision within the next three years. By degrees the southern farmer learned that he has a decided advantage in his climatic conditions, that there is practically no limit to his range of production, and that there is a splendid market further north for early potatoes, onions, cabbages, tomatoes, beans, strawberries, blackberries, cantaloupes, melons, poultry and eggs, peaches, pears, plums, summer apples and other products of the garden, orchard and poultry yard. The states east of the Mississippi ship enormous quantities of these products northward every year, while Texas, Louisiana and Southwestern Arkansas, where the industry is only at its beginning ship northward over ten thousand carloads after supplying their own needs. There was a time within the memory of the younger generation, when the southern farmer exchanged his cotton for bacon, lard, hams, beans, peas, rice, cornmeal, flour, etc., buying on credit and mortgaging his crop before it was grown, but this condition is done away with in many localities and in place of an interest bearing mortgage there is money in the bank.

On the red lands in northeast Texas and northwest Louisiana a very superior cigar leaf tobacco, derived from Cuban seed and equal to be best Cuban Vuelta Abajo product is now grown. Cultivated without sheds the crop will net from \$85 to \$150 profit per acre and when grown under canvas shelter will net from \$500 to \$1,000. Almost any of the vegetable crops will net an average of \$100 per acre and some will yield a greater revenue. Peaches are worth to the grower from \$100 to \$300 and strawberries from \$150 to \$300 per acre. Potatoes from \$60 to \$150, tomatoes from \$100 to \$150, cantaloupes and melons from \$75 to \$100 and there is practically no limit to either variety or quantity that can be grown. Now nearly all of these fruit and truck crops are grown for consumption in the northern states and are shipped from January to July. There is an abundant home market for

much of this in the spring and a strong demand in the fall, at which time large quantities of potatoes, onions, cabbages, cauliflower, etc., are shipped southward. The southern fall garden is now receiving more attention than formerly and much of the fall produce will be raised for home consumption. All these crops can be grown on a very small acreage, as the net profit from one acre in fruit or truck will be equal to the product of five to ten acres of any of the staple crops, such as corn, wheat or cotton. The price of corn is higher in the south because no one is compelled to grow it and it is cheaper in the north because in some states it is the sole reliance of the farmer. It is corn or nothing, one crop or no crop.

Systematic effort and experiments in the southern states have also brought out several other points. First class beef cattle which will top the Chicago market have been and can be produced in Louisiana as well as anywhere else. There is practically no limit to the production of foodstuffs for horses, mules, dairy and beef cattle, sheep, swine or poultry. The alfalfa which freezes out in the north, may be pastured all winter through in Louisiana. The Japan clover (*lespidiza striata*) grows luxuriantly as a volunteer crop in the hill and bottom lands alike, furnishing excellent hay and fine grazing. Bermuda grass furnishes an excellent pasturage from April 1 to very late in the fall and produces the best of flesh in animals. Oats, rye and wheat may be sown from September until late in February. The earlier sowing furnishes splendid winter pasturage until the native grasses come in, when they are cut about May 15th while in the dough and yield from a ton and a half to two tons of fine hay per acre. Crimson clover grows to perfection and so do all the saccharine and non-saccharine sorghums, which flourish from April 1st until frost. The cowpea, velvet bean, pea vine, vetch and other legumes afford good forage and hay in addition to which there are available the by-products of the cotton gins, cotton seed oil mills, the rice mills and the sugar mills. Larger sil-

age crops per acre can be grown in the southern states than anywhere else and at less cost.

The lack of cheap and quick transportation in the earlier years afforded little inducement to raise fine grades of live stock, though the natural conditions were highly favorable at all times. The climate is such, that owing to the absence of long winters cattle can be kept fat on a much smaller quantity of foodstuffs than in sections where the winters are severe. The available foodstuffs are more varied in kind, the yield per acre greater and the expense of production smaller, all of which means that a given number of live stock can be raised on a smaller acreage in the southern states than on the same acreage in the northern states.

Considering the rapid development of the enormous industrial resources now going on in all the southern states, the astounding growth of the southern cities and towns, the continued expansion of railway mileage, it must be obvious to every one that the local consumption of produce of various kinds keeps apace with this growth. The logical conclusion must be that the section of country which can support a family on the smallest acreage will be the most densely settled in the years to come. The southlands, by reason of their climatic conditions can, as a rule, produce two money yielding crops on the same land in one season. The intrinsic value of the crop is more than double that obtainable in colder climates. One-half or one-fourth the acreage used by a northern farmer would sustain a southern farmer in comfort, and this being the case it can only be a question of a few years, say a quarter century, when the southern states will preponderate in population and wealth. In the northern states the lands have reached their maximum value because every available acre is occupied. The population of the south can be multiplied by five or more before there will be such a thing as scarcity in land, as forty acres favorably situated will sustain a family while from two to four times as much land is necessary to do the same thing further north.

Sayings and Doings of Moses Grimsky.

F. E. ROESLER.

Among the occasional visitors to the surveyors' camp, as it drifted to and fro over the Great Staked Plain of Texas, was a squat personage, nut brown in complexion, owner of a pair of shrewd kindly eyes and a dialect composed of Polish-German, questionable English, interspersed more or less with Hebraics. He had served some time in the Russian army and was credited with the ability to swear in fifteen languages when excited. He drifted into Western Texas about 1880, poor as a church mouse, or a divinity student, but full of honest ambition. He engaged in various lines of business, sometimes succeeding, sometimes failing, but finally developed into a portly, prosperous owner of some forty or fifty thousand head of sheep. We met him frequently and held him in high regard as a man of sterling qualities, yet his quaint ways made him the victim of many a camp story, in which he should be given the benefit of the doubt.

During one of the years, when the pasturage was very poor and sheep generally in bad condition, he dropped in on the camp and was complimented on the good appearance of his flocks. "Vell," says Moses, "you haf got to understand dis sheep bisness. If you don't, you lose money. Ven my pastures gets bad, I just put green spectacles on all dem sheep and den dey eat enough dry straw to fill up on because it looks green. De only expensive ting about it is dat venefer you put green specs on a ram and he sees anoder green ram in front of him, he will go for him. Efery time dis happens dey smash two pairs of glasses but dese little dings you must charge to brofit and loss."

Moses' Mexican cook was getting supper ready when a bewhiskered farmer from the Pecos Valley called in to sell some eggs.

"Are dey fresh?" queried Moses as he tried to look through a few of them.

"Of course they are," the farmer retorted, indignantly. "Vell, mine frient, you know in dis hot country, eggs are liable to be baked hard before de hen gets off de nest, and I don't vant to buy no Plymouth Rocks. How many you got and vat you vant for dem?"

"Two dozen for fifty cents."

"I don't know nodings about dere pedigree—I gif dirty-fife cents for de two dozen." After more or less haggling the deal was finally closed and the money and eggs changed hands.

"Say, mister, don't you want to buy a fine rooster? He is first-class, fine breed and I will take only forty cents for him."

Moses reached for the squawking bird, examined him critically, held a whispered confab with Juan, the cook, who also examined it, and then handed the bird back to the farmer.

"Mine frient, dat rooster vas in Noah's ark, ven it rained so hard; he vas de same rooster vat crowed and saved Rome two thousand years ago. Ven he got troo with dat job he joined the Spanish nobility, as you can see by de blue blood under his wings. See, vat fine spurs he vas got; he vas mit de rough riders in the charge at San Juan. Now, I haf de greatest respect for old age, vich must be honored, and for de bird dat vaked Noah and his interesting family and saved Rome, I couldn't dink of trying to cook a historical rooster like dat."

"Oh, give us a rest and take him for a quarter."

"No, mine frient, I could nefer forgif mineself if I tried to cook dat rooster. I vould haf bad dreams at night."

During the negotiations, the farmer had observed a pack of cards lying on Juan's bundle of blankets. "Say, mister, do you play poker?"

"No, I don't blay no boker very much; Juan he blays solidair vid himself most de time ven he should vatch his cook pots." Just then a brilliant idea struck Moses. "S'pose ve blay a game for dat rooster. I dink I vould

like to haf de gompany of one who vaked up Noah's family in time for breakfast."

Within a few minutes they were engrossed in the game, and in a short time the farmer handed the historic rooster over to Moses and started homeward. He had gone about half a mile, when he returned.

"Mister, you won that rooster fair and square and I ain't got no kick coming, but what I want to know is, what did you put up agin the rooster?"

Says Moses: "I didn't put up nodings. It vas de rooster against nodings, and you von, for you ain't got nodings. Supper is ready, Juan, set a plate for dis gentleman." When the farmer left half an hour later, he remarked: "Mister, I like to trade with you. When you want to buy a horse come down and see me."

Another story about Moses is to the following effect: It is told of him that some years ago, when his flock numbered less than a thousand head, worth about fifty cents apiece and wool practically unsalable, he was indebted to his herder in the sum of sixty dollars. The herder had threatened several times to bring suit, and his inability to pay this money worried Moses greatly, but he was equal to the emergency. His herder was a Mexican, rather ignorant and less honest than the law requires. After mature deliberation Moses goes to town, invests a dollar and a half in a new fangled coffee mill; then he invites his brother shepherds from the neighboring ranches to visit him, to inspect and admire his prize. Within hearing of the Mexican herder he explained to his friends that the country was full of thieves, and that the safest way to keep one's savings on a ranch was to convert them into gold and silver and make them part of some ordinary household utensil. The coffee mill was greatly admired and whenever a visitor left, was securely locked up in Moses' trunk. After a week's entertainment of this kind, executed solely for the benefit of the Mexican herder, Moses announced that he was going to town and would be gone three or four days. He accidentally left the

key in his trunk and when he returned the Mexican was missing; the coffee mill also. The Mexican had made himself liable to prosecution for theft, and never showed up after that to claim the sixty dollars due him. "Dere is more dan von vay to pay old debts."

When Moses first came to —, some twenty years ago, he engaged in the business of baking a kind of very palatable though very indigestible cream cake. It was the only confectionery that could be had in those days in the new and flourishing town just started by the railway. Moses had a loud and shrill voice and issued forth daily on the streets letting out his war cry, "Fine; very fine; vun for a nickle; two for a dime; first class cream cakes." They sold readily and with his huge basket he paraded the street day after day. Among the new arrivals in the town was a gay and frisky limb of the law, who was as handy with his mouth as with a six shooter. Moses was tired and had set his basket on the street corner, but still having an eye to business, cried out his wares in the usual fashion. The young lawyer approached and addressing Moses with more vigor than was necessary. "Here, you unwashed son of Abraham, I'll show you how to advertise!" gave the basket a vigorous kick and cried out, "Fine," then another kick, "Very fine," then several kicks more; "One for a nickle and two for a dime," he landed the basket on the other side of the street. Incidentally the cream cakes had parted company with the basket and the enterprising urchins of the town saw to it that none got back. Moses remained as cool as a cucumber. Crossing the street, and with a smile on his face, he addressed the attorney, saying as he made a bow, "Mine frient, you don't know nodings about advertising. By Moses and the Brofets, I vill show you how to do dis ding just right!" Suiting the action to the word he landed a heavy cowhide boot under the attorney's coat tail and started him back to the other side of the street. With the first kick came "Fine!" the second, "Very fine!" the third, "One for a nickle!" and the per-

formance wound up with, "Two for a dime!" When they reached the other side of the street both were pretty well out of breath, but Moses took off his hat, made another bow to the attorney and remarked: "Mine frient, every man should stick to his bisness vat he knows best. You are a very good lawyer, but you don't understand advertising." The attorney, generally handy with a pistol, was so struck by the ludicrous aspect of the affair, that instead of becoming angry, he shook hands with Moses and made a peace with him that has not been broken to this day. Each prospered in his way and both became well-to-do and much esteemed citizens of the neighborhood.

"Say, do you remember when Moses had a store in —? I was in that store late one Saturday evening, standing before a display of miscellaneous goods, when I overheard the following conversation:

"'Jaky, de cash and de salesbook balances already, but ve are short von saddle. Who did you sell it to?'

"'I didn't sell no saddle to-day, Fader.'

"'Vell, dere is only tree on de rack now and dere vas four yesterday.'

"'Fader, I didn't sell no saddle.'

"'Jake, you vill nefer be a bisness man so long as you live; now who got dat saddle?'

"'I don't know, fader, I vas out gol-

lecting from six o'clock dis morning till eight o'clock dis efening.'

"'You didn't collect noding, and dat broves you vas no bisness man. Now who vas here to-day?'

"'I don't know, fader, I wasn't here mineself.'

"'Jake, you vill ruin de bizness completely. Now dat fine saddle is gone, and it gost ten dollars and ve don't know who got it. Jake, you make me veep!' and there was a ring of anguish in the voice.

"Some five minutes passed in silence. 'Jakey, is Villiams der bainter got a horse? Who else is got von?' Some seventeen names were called off of people who had been in the store during Saturday. They were mostly ranchmen from the surrounding country who kept running accounts and settled once or twice during the year.

"'Jake, charge efery one of dem fifteen fellers up vit a dirty-fife dollar saddle. Dey vill all kick except de feller dat bought it, and after a vile ve vill get dat saddle paid for all right. If you vas anyding of a bisness man you would have tought of dis blan long ago.'

"Some six months later I met Moses on the road and casually asked him if he ever found out who had bought that saddle. 'No, I nefer did found out. Twelf of dem fifteen fellers paid for dat saddle, but vich one really got it is von of de many dings I don't know, and I don't care enough to make special inquiry.'

Experimental Farms on the K. C. S. Ry.

Experimental work, for the purpose of determining what crops can be grown to the best advantage on the line of the Kansas City Southern Ry., has been carried on more or less energetically since this railway company began business.

The first systematic effort in this direction was made in 1896 by the Port Arthur Land Company on the flat prairie lands near the Gulf. A half section of land was devoted to this

purpose near the town of Nederland and the work done was thorough and complete. Water for irrigation was supplied in abundance and nearly every known variety of rice was given a thorough trial. The result of the rice experiments was the planting of over 50,000 acres in this cereal in Jefferson County, Texas, in which Nederland is situated. It was also demonstrated that the flat black lands of the coast were well suited for alfalfa, sugar

cane, corn, oats and other feed crops, and that strawberries and most garden vegetables could be successfully grown. Tree fruits did not give satisfactory results in general though on the black ridge lands peach trees and pear trees seemed satisfactory. On the red lands near Beaumont peaches and pears yield better results. This experimental farm is still in cultivation but is now part of a large rice farm.

In 1902 the U. S. government opened up a farm at De Quincey, La., the same being under the general supervision of Mr. S. A. Knapp, of the U. S. Agricultural Department. The land upon which this farm is located is known as the long leaf pine flats, usually a gray clayey soil mixed more or less with sand and iron. It is a rather firm and heavy soil differing from the hill lands farther north and the black coast prairies. The farm comprises forty acres of which some twenty acres are in crops. The crops of the season of 1904, consisted of cotton, corn, oats, the various forms of saccharine and non-saccharine sorghums, various legumes including navy beans, velvet beans, peas, cowpeas, peanuts, clovers and standard market vegetables such as Irish and sweet potatoes, onions, several varieties of tomatoes, cucumbers, etc., etc. The land was too new to give any of these crops a fair opportunity for existence, but nevertheless the experiment yielded very fair results. The land cleared during the winter of 1903-4 will be in good condition for this year's experimental work and the additional clearing of 1904-5 will give more room for experimental work. Information concerning the progress of the work can be obtained by addressing U. S. Experimental Farm, De Quincey, La.

The Kansas City Southern Railway, through its freight department, has opened up an experimental farm at Noble, La. This farm is in the hill country of Louisiana, originally covered with short leaf pine and valuable hardwood timber. The K. C. S. Ry., handles about 2,000 car loads of fruit and truck produced at the various stations on its line annually, consisting in varying quantities of Irish potatoes, sweet potatoes, cabbage, asparagus,

peas, strawberries, raspberries, blackberries, peaches, pears, apples, onions, tomatoes, spinach, snap beans, radishes, onions, grapes, plums, etc., etc. The growers, as a rule, have done well, but it was thought that the product could be improved in quality, variety, time of maturity and in other ways.

Mr. A. V. Swaty, horticultural agent of the railway company, with offices at Texarkana, is in charge of the experimental work, which will consist largely in making tests of new varieties of products, which by reason of extra early maturity or superior quality are preferable to the varieties now cultivated, also to devise new means and methods of cultivation and ascertain the most practicable and economical methods of handling the crops when made. The proper packing and marketing of the crop will receive due attention and it is believed that the information obtained will greatly aid in developing the fruit and truck growing industry in that section of Louisiana.

The first year's work will be largely devoted to exploiting the experience in small fruit and truck growing already had. Louisiana produces fine early potatoes and tomatoes. By testing a number of varieties of each, and using different methods of cultivation, fertilization, etc., it is probable that better varieties, greater quantity and an earlier product may be obtained, which would make a material difference from a financial point of view, to the grower. The same methods will be applied in time to all other truck and small fruit crops ordinarily grown in that section. Later on, new products may be tried and something will be done in the introduction of new field crops. The question of proper and economical fertilization, soil inoculation, rotation of crops, etc., etc., will, in due time, come up for consideration and tests. The production of fruit and truck on the line of the Kansas City Southern Railway last year was valued at about \$2,000,000.

A great amount of valuable experimental work has been accomplished by the various Horticultural and Truck Growers' Societies on the line of the

railway and a very complete system of handling, packing and marketing the crops has been worked out. The meetings of the various societies bring out the practical experiences of the individual growers, all of which tends to the prevention of errors and the improvement of the orchard and garden.

During the years 1903 and 1904, extensive experimental plantings of to-

bacco have been carried on at Nacogdoches, Texas, and Shreveport, La. The former by the U. S. Agricultural Department, the latter by individuals. The results have demonstrated that an extra fine leaf cigar tobacco, equal to the best Cuban leaf tobacco, can be profitably grown in that section. A great tobacco industry is one of the developments of the near future.



Corner of Square, Lockesburg, Ark.

New Colonies on the Kansas City Southern Ry.

In order to facilitate the more rapid settlement of the country and to make conditions easier for the new settler, it has been found expedient and practicable to encourage colonization in localities where land in sufficient quantity is obtainable at a moderate price and other conditions are favorable. The settler in a colony has certain advantages over the isolated settler which are worthy of consideration. First—He has the assurance that special effort will be made to settle up the colony, and that the work will be continued until all the available lands are settled upon. This means a rapid increase in land values as the colony grows, and a quick realization of the social comforts, so much needed in a new country, such as additional schools, new churches, better roads, etc. A consideration, more important than any of the others, is the fact that

a dense population at any given point creates a good local market and makes possible the co-operation among the farmers and the establishment of business connections, so essential to their success and comfort. Two such colonies are now being settled, the one in Southern Arkansas and the other in Louisiana. Both present their claims to the reader's consideration and both are worthy of any man's attention.

This special colonization work will be carried out by the Kansas City Southern Land and Immigration Company, a corporation formed under the law of the State of Missouri for this specific purpose. The office of the company is at 201-202 Beals Building, 9th and Wyandotte streets, Kansas City, Mo. Printed information relating to these colonies can be obtained by writing to the address above given.

Lockesburg Colony and Sevier County, Ark.

The lands in this colony comprise in all about 20,000 acres, the greater portion being in the vicinity of Lockesburg, the county seat, though much land is also situated near the towns of DeQueen and Horatio. Lockesburg is a station on the DeQueen and Eastern Railroad; DeQueen and Horatio are stations on the Kansas City Southern Railway. There is much diversity in these lands, some being cut over timber lands, some uplands, some rich river bottoms, suited for various purposes. A considerable acreage is highly improved, while on other lands the improvements have yet to be made. The bottom lands along the Rolling Fork, Cossatot and Saline rivers are exceptionally rich cotton and corn lands, capable of producing from a bale to a bale and a half of cotton and from 50 to 75 bushels of corn per acre. Alfalfa and other forage crops yield wonderfully well on these lands. The uplands, some comparatively level, some rolling, vary more or less in kind and quality, and some of them are esteemed as almost equal in point of fertility with the best bottom lands. They are capable of a wonderful range of production, and by many are preferred for fruit and truck crops to any other lands in the state. These uplands produce from 25 to 40 bushels of corn and from two-fifths to three-fourths of a bale of cotton per acre. Oats, barley, rye and wheat do well on all the lands and the domestic grasses, red top, timothy, clover, the various sorghums, etc., yield handsome crops. Every field crop grown in the northern states does well here, in addition to which, several essentially Southern crops are also grown. In regard to forage the ratio of production, owing to the longer growing season, is probably a crop and half to a crop further north. In few localities can live stock be produced more economically than in this section.

The great money making crops of Sevier county and Lockesburg colony are, however, fruit and truck. This business is already well established and developed, and the new comer will find a market already established and in good repute in all northern cities where fruit and truck are consumed. There are at present in cultivation over 4,000 acres in peach trees (of which 3,000 acres are in one great orchard at Horatio), about 1,000 acres in potatoes, tomatoes, cantaloupes, strawberries, onions, and commercial truck of various kinds, and also from 400 to 500 acres in cucumbers. At DeQueen there is a cannery and a pickle salting station, a cold storage plant, and the facilities for handling truck in large quantity. A better poultry country can hardly be found anywhere. Most of the peach trees already planted will come into bearing in 1906 and 1907, when the fruit shipments will exceed 2,500 cars. The shipments from DeQueen at present amount to about 30,000 crates of cantaloupes, several thousand crates of peaches and great quantities of other commercial truck.

Lockesburg has 1,000 people, a high school, a graded school, several churches and the usual complement of banks, hotels, stores, etc., incident to a town of the population. It handles about 3,000 bales of cotton per year. DeQueen has 4,000 people and is the center of a great saw milling industry, employing some 600 men. It handles from 3,000 to 4,000 bales of cotton in addition to its fruit industry, has two banks, several good hotels and is an important commercial point. Horatio has 1,000 inhabitants, has one or two saw mills and is a prosperous agricultural supply point. Lands vary in price from ten to twenty dollars per acre where convenient to town, and can be had at lower prices more distant from railway transportation.



Loring Colony, Sabine Parish, Louisiana.

At Loring Station, Sabine Parish, Louisiana, some 12,000 acres have been selected for a fruit and truck growers' colony. The reasons for selecting this locality are the following: That the soil, climate and rainfall are admirably adapted to successful fruit and truck culture. That the peaches grown in the small family orchards are as fine in flavor, shape, color and size as can be produced anywhere, and that the climate and soil are identical with those of the best peach producing region in the United States. That fruit and truck coming from Loring, Louisiana, will reach the market from a week to a month earlier than from many places north, which reduced to dollars and cents, means from twenty-five cents to one dollar more per bushel for the product. That being near the southern limit of profitable peach production more crops per tree can be obtained here than anywhere north of Loring. The risk of late frosts is so reduced that according to past experience an intelligent and conscientious orchard man should get at least ten crops in twelve years. That owing to the very favorable climatic conditions, the fruit and truck produced in this region have the "stand up" qualities not common to other localities. In other words, the fruit and truck grown at Loring will keep longer and will give the shipper and retail merchant more time to dispose of the goods. This keeping property has a direct effect on the market price and lastly, that Loring, being on a direct north and south line of railroad, the goods can be delivered more speedily to the buyer than over any other line.

The crops that can be grown at Loring, La., are the following. Peaches, worth to the grower from \$75 to \$150 per acre; plums, \$100 to \$200; pears, \$50 to \$100; strawberries, \$150 to \$300; tomatoes, \$100 to \$250; potatoes, \$75 to \$150; cantaloupes, \$75 to

\$150; sweet potatoes, \$100 to \$150; ribbon cane for syrup, \$75 to \$140 and onions, cabbages, cauliflower, squashes, rhubarb, asparagus, beans, peas, and other such truck from \$50 to \$200 per acre. The country is well suited for tobacco culture which should yield from \$100 to \$500 per acre and is unexcelled for poultry raising. Live stock of all descriptions does well and stock-raising is very profitable.

Loring has 900 inhabitants, most of whom are engaged in the great saw mills at this point. Within fifty miles along the railway are a dozen other large mills, employing between 10,000 and 15,000 people. There is an unlimited local market for everything that can be produced at first-class prices. While the northern markets are open at all times, it will not be necessary to ship a pound of produce for several years. Lands in this colony will cost \$10 per acre on reasonable time payments, and will be sold in tracts from 20 acres up. Other lands not so convenient to transportation can be had for less money per acre.

The locating agents of the Kansas City Southern Land and Immigration Company are Mr. C. P. Brown at De-Queen, Arkansas, and Mr. J. A. Henderson at Loring, La. Both gentlemen will be pleased to furnish local information on any subject desired. The Immigration Company has lands at nearly all stations on the Kansas City Southern Railway and can furnish improved farms, stock ranches, timber lands, rice lands, fruit lands, mineral lands as may be desired. They have representatives at all railroad stations and can supply information on short notice. Inquiries addressed to K. C. S. Land & Immigration Co., 201-202 Beals Bldg., Kansas City, Mo., will receive prompt attention.





The Hotel at Loring, La.

Soil Inoculation.

A MATTER OF GREAT IMPORTANCE TO THE FARMER.

A knowledge of the "why and wherefore" in agricultural operations is in these strenuous days the key to the success or failure of the man who undertakes to till the soil. The fool of the family can no longer be the successful agriculturist and the man who does a thing for no other reason except that his grandfather did it, if he owns the land, will find himself and his heirs on rented land before he is many years older. The day has passed in which a man could abandon a piece of land because he had exhausted it, and take up new land elsewhere. Land is becoming too expensive to admit of this and new land is not so easily obtained as in the years gone by.

Lack of fertility in soil is due largely to the extraction by the growing crop of certain elements essential to plant growth. In some soils these elements are not abundant to begin with; in others they are abundant, but successive crops of grain soon drain the soil of its plant food and in the course of time make the richest land poor and worthless. One of the most important of these plant foods is nitrogen and the loss of this has much to do with the impoverishment of the soil. A good farmer replaces much of this loss

by using large quantities of manure and other fertilizers, but even this has not been a full compensation for the loss sustained. Wide awake farmers have noted for years that a rotation of crops was beneficial and also that the planting of clover, alfalfa, vetches, beans and peas had a tendency to increase the fertility of the soil and make possible the harvesting of large crops of other kinds. Just what connection the planting of these legumes had with the increased fertility of the soil was not understood until the discovery was made that all legumes have attached to their roots, bulbs, nodules or tubercles, varying from the size of a millet seed to a potato, and that the plants having the largest and the most of these were the thriftiest. A microscopical examination of these nodules or tubercles disclosed the fact that they contained millions of bacteria and further investigation demonstrated that these bacteria had the power of absorbing nitrogen from the air and making it available for plant food.

Careful examinations of the soil showed that legumes grew where these nitrogen absorbing bacteria existed in greater or less quantity. If

the soil was free from these bacteria, the legumes would not grow at all. Each of these little nodules, tubercles or tubers acting as a feeder to the plant, separating nitrogen from the air and without it the plant could not prosper. Prof. Nobbe of Tharand, Germany, first realized that if he could put these bacteria into barren ground, or attach them to the seeds to be sown, he could make legumes grow in the most hopeless soil. He separated the bacteria and succeeded in multiplying them, though his process and methods were not perfect.

The work of investigation was carried on further by Dr. Geo. T. Moore of the laboratory of plant physiology of the Department of Agriculture, who evolved a practical application of Dr. Nobbe's discovery. By systematic cultures Dr. Moore developed a permanent type of bacteria possessing five or ten times more power to fix free nitrogen than the original germs had possessed. Legumes, to which the species of clover, alfalfa, vetches, peas, beans, peanuts and a large number of other plants belong, inoculated with the bacteria developed great tubercles and grew to a great size even in the poorest soils. The nitrogen-fixing power of the bacteria developed by Dr. Moore is so great that seeds soaked in the solution will sprout and produce luxuriant plant, in quartz sand which had been previously brought to a red heat in order to expel all nitrate that might be contained in it. It was found that the bacteria could be soaked up in cotton and if carefully dried out would retain their high activity for a long time, and that they could be revived in a liquid medium. Prepared in this manner it is possible to send them to any part of the world and have them reach destination in perfect condition.

Dr. Moore patented his discovery and then deeded the patent to the Department of Agriculture in trust for the American people, thereby making it impossible for any individual to appropriate the discovery to the detriment of any other man. The U. S. Department has undertaken the distribution, free of charge, of enough to any applicant to inoculate several

acres. The department encloses explicit directions for the use of the bacteria. Enough germs are sent in each little package to inoculate seeds for from one to four acres. The package can be carried in one's pocket and yet does more work than several car loads of fertilizers. It cost the government less than a cent an acre and saves to the farmer \$30 to \$40, which he would have to spend for an equal amount of fertilizer. Different cultures are sent for different crops.

The results obtained have been surprising under this system or method of soil inoculation. Two patches of hairy vetch grown side by side under precisely the same conditions, yield crops as follows: Uninoculated patch, 581 pounds; inoculated patch 4,501 pounds—an increase of more than eight times; Crimson Clover, uninoculated, 372 pounds; inoculated, 6,292 pounds—an increase of nearly twenty times.

It does not require a trained scientist to apply the cultures. The result obtained by any intelligent farmer are as wonderful as these. * * * It has already been explained how legumes enrich the soil by bringing back nitrogen to it. The same bacteria that increase the harvest of beans or clover or alfalfa tenfold enable the plant to leave many times more nitrogen in the soil than they would have done if uninoculated; in other words, they make the soil many times more fertile, so that the crop of cotton or wheat or corn or potatoes planted next year is many times larger. Thus the rotating crop the year following inoculation derives an equal benefit from the inoculation. For instance, a crop of crimson clover, not inoculated, added to one acre of land 4.3 pound of nitrogen; a crop of crimson clover, inoculated, added to one acre of precisely similar land 143.7 pounds of nitrogen, an increase of 33 1-2 times; a crop of inoculated hairy vetch added to one acre fifteen times more nitrogen than a crop of uninoculated hairy vetch.

Cotton planted after an inoculated crop of red clover gave an increased yield of 40 per cent. Potatoes, after an inoculated crop, yielded an increase of 50 per cent. The wheat crop

increased 46 per cent; the oats 300 per cent and the rye 400 per cent.

The germs can be used in any climate. It must be clearly understood, however, that only leguminous plants—beans, clover, alfalfa, peas, lupin, vetch, etc.—are directly benefited by the nitrogen-fixing bacteria. Where the soil is rich in nitrates the crop is not appreciably increased by the use of the inoculating bacteria, but where the soil is poor the harvest is increased many times.

There is not a section of the United States which will not profit by Dr.

Moore's discovery. Nearly every State has its worn out farming land, bringing despair to the economist who laments our careless handling of the fields and who wonders how the country will support the hundreds of millions soon to be ours. The bacteria means intensive cultivation with a vengeance, and should give him hope. It is impossible yet to calculate by how much they will enhance the yield of our crops and of the world's crops, but the results already achieved proved that in time the gain will be enormous.

Stock Raising Along the K. C. S. Ry.

The live stock of Southern Missouri, Arkansas and Louisiana was originally derived from the horses, cattle, swine and sheep imported by the early French and Spanish settlers. The native pasturage in all this range of country was good and the climate mild and in the years following the country became well stocked with a prolific if not a valuable class of live stock. Farm stock and milch cattle, inferior breeds of hogs and sheep were the rule rather than the exception. There were no markets as we know them now and no special advantage was gained in having superior grades of stock. With an almost unlimited range, numbers and ability to shift for themselves were the prime essentials except where the family cow was concerned or draught animals were needed. In the matter of hog raising, the old time settler gave little attention to either pedigree or ownership. When he wanted pork he went into the woods with his rifle and got it. There were no packing houses; there was plenty of pork for all and there was no such crime as hog stealing in many localities.

During the civil war there existed an enormous demand for prepared hog products and through the establishment of numerous packing houses, hogs began to have a market value. The rapid settlement of the western states, after the war, the growth of the many new large cities in this region

and the consequent increased demand for food products placed a value on domestic animals theretofore unknown. The great live stock market began to develop and the higher prices paid for animal foods became an incentive for introducing improved breeds of various kinds. Since then most of the primitive forms of live stock have disappeared. Cattle raising became a separate and distinct industry on the western plains, where the old native long-horn stock was gradually replaced by high grade short-horn beef cattle. The farmer in the section of country where feed stuffs are abundantly produced, has become in these later years more and more a machine designed to raise corn and to stuff hogs and cattle with the products. His hogs and cattle are of finer breeds, are fatter and bring more money in the market than his grandfather got, but he can't go fishing as often as did his grandsire, though the fishes still bite. Beef cattle, such as Herefords, Durhams, Shorthorns, etc., are raised in very large numbers in Southwestern Missouri and Northwestern Arkansas. It is a fine corn and forage country and the cattle shipped to the great packeries are of the finest quality and bring the best prices. Large numbers are raised on the farms as part of the ordinary farming operations, but there are also a number of ranches where live stock raising is carried on as a specialty. South of the Arkansas river in Arkan-



Mule raised by L. H. Crumbaugh, Neosho, Mo.

sas, the open range is more abundant, but the business of raising cattle has not been developed as further north.

During the last decade much has been done in Louisiana to improve the quality of the live stock, and within the last two years fat Louisiana cattle have appeared in the Chicago market and secured the highest prices. They were in quality and value equal to the best brought from other localities, and have demonstrated that Louisiana is admirably suited for raising fine beef cattle at a cost far less than in more northerly latitudes. There are fine herds near Shreveport and Frieron in Louisiana and in Bates, Vernon, Jasper and other western counties in Missouri. In the hilly portions of Arkansas thoroughbred Shorthorns, Herefords, Durhams and the Polled varieties of cattle can be found almost every where and often in large herds. The shipments of cattle from the various stations on the Kansas City Southern Railway amounted, in 1904, to 1,114 car loads, or 29,000 head.

Closely allied to the live stock interest is that of dairying. In Southern Missouri are a dozen or more creameries and near the larger cities in Arkansas, Texas and Louisiana are several more. Nearly all of them do a good local business and very little of their product is shipped any long distance. Pittsburg, Joplin, Springfield, Fort Smith, Texarkana, Shreveport and Kansas City are fine markets—each large enough to consume all that is manufactured in the vicinity. Good milk stock is abundant and fine Jerseys, Holsteins, etc., are found almost everywhere, but a dairy industry such as exists in Indiana or Ohio, cannot be found in either Missouri, Arkansas or Louisiana.

During the last quarter of a century, much attention has been given to the raising of horses and mules. In the rolling uplands of Missouri, this industry has become famous. In the traffic of the cities there has been a great demand for strong and heavy draft animals. Heavy Percherons, Normans



Stock Farm in Benton County, Ark.

and Clydesdales have gradually replaced the lighter breeds, and yoke cattle where heavy hauling is required. For the heavier, rougher work, the Missouri mule, slow, steady, patient, wise and tough, is the preferred draft animal the world over. The Missouri mule seems to be the strongest, most healthy and mostly reliable of its kind and the business of raising mules is a very important industry in the state. Neosho, Mo., and many other localities in southern Missouri are great shipping points for horses and mules. About 7,500 head, or 265 car loads, were shipped from stations on the Kansas City Southern Railway during 1904. In Arkansas and Louisiana mule raising has become an important industry also. The mules are much used on the farms where the mule and the darky are inseparable and the one understands the other and have about the same views of life.

The great growth of the packing house industry has created a strong demand for hogs and the raising of the grunTERS has become a profitable business in Missouri, Arkansas and Louisiana. In the last named states, the great forests of mast bearing trees, the mild climate and other conditions are favorable to profitable hog raising and well bred Poland-Chinas, Berk-

shires, Essex, Chester-Whites and Duroc Jerseys are found in every community. The hog of Iowa and Missouri is an over-fed receptacle for corn and slops, favorably received at the packing houses, but the Arkansas and Louisiana porker, having a trace of the old swift-footed razor back or hazel-splitter in his composition is a better all-around hustler, free from disease and, in many respects, preferable to the stall fed animal. During 1904 there were transported over the Kansas City Southern Ry. 54,000 head or 627 car loads.

Sheep and goats do well in all parts of the Ozark mountain country in both Missouri and Arkansas. Sheep are found in small flocks on many farms and their rearing forms part of the ordinary farming operations. No specialty is made of the business in the states named, but in the long leaf pine district of Louisiana, near Leesville, DeRidder, etc., are several large flocks raised especially for their wool. In Missouri and Arkansas the production of mutton is the principal consideration. Angora goats do best in the hilly scrub covered parts of the Ozark range. Several large flocks are in Scott, Polk and Sevier Counties, Arkansas, near Waldron, Mena, Grannis and De Queen. They are esteemed both for their flesh and their mohair.

A New Steamship Line to Mexico.

A NEW PASSENGER AND FREIGHT SERVICE INAUGURATED BETWEEN PORT ARTHUR, TEXAS, AND TAMPICO, VERA CRUZ AND THE CITY OF MEXICO.

On March 9th the steamer "Dagfin" of the Mexican-American Steamship Company left Port Arthur, Texas, on its initial trip for Galveston, Tampico and Vera Cruz with a fairly good passenger list and a good sized freight cargo. The Mexican-American S. S. Co. will hereafter maintain a regular weekly passenger and freight service between the ports named and in close connection with the Kansas City Southern Railway and the Mexican railway lines running inland from Tampico and Vera Cruz. It is now practical to reach any point in Mexico or Central America by way of the Kansas City Southern Railway and its steamship and railway connections.

Steamers of the Mexican-American S. S. Co. will leave Port Arthur every Thursday afternoon and will arrive at Galveston early Friday morning. The ship will leave Galveston Saturday afternoon for Tampico, Mexico, arriving at that port Monday evening at about 6 p. m. At Tampico connection is made with the Mexican Central railway for the City of Mexico, Monterey, San Luis Potosi, Aguas Calientes and intermediate points. At Tampico Mex. monthly connection will be made with the steamer "Norheim" of the Mexican-American S. S. Co. for Vera Cruz, and also with coast steamers for Tuxpan, Vera Cruz, Coatzacoalcas, Frontera, Carmen, Campeche, Progreso and other ports in the Mexican states of Vera Cruz, Tabasco and Campeche. At Vera Cruz connections are made with the "Mexican Railway" and the Inter-Oceanic Railway for the City of Mexico and intermediate railway stations, and connection is also made with coast line steamers for Coatzacoalcas and the ports along the southern coast of Mexico. On the return passage the Mexican-American S. S. Company's vessels will leave Tampico direct for Port Arthur, making the trip usually in fifty-one hours.

The cost of a trip to Mexico by way

of the Kansas City Southern Railway and the Mexican-American Steamship Company's steamers will in many cases be as cheap as would be a trip by rail at second class rates in chair cars or day coaches. The accommodations of the Mexican-American Steamship Company's steamers will be practically as good as the Pullman accommodations on the railways, including as they do, meals and berths on the steamers while at sea. The steamers "Malm" and "Dagfin" have been refitted and equipped especially for this service, have large well ventilated steam heated staterooms on deck and amidships and are equipped with electric lights and electric fans in each stateroom. The accommodations will be first class in every respect and especially neat and clean throughout. The service of the Port Arthur-Tampico route will be kept up to the standard of the New Orleans-Vera Cruz line, which is operated by the Mexican-American S. S. Co. and has been favorably known for years. As a rule, the Gulf of Mexico affords pleasant navigation, with breeze enough to make the trip an ideal ocean voyage with much of the discomfort of sea sickness eliminated. The heat, dust and discomfort incident to a long trip by the rail lines to Mexico is thus avoided.

It is certain that the new service will be one of the most popular routes to Mexico. The rail travel between the United States and Mexico is very heavy, and the new service, provided by way of the Gulf ports, will certainly get an ever increasing share of it, as the rail trip to the Gulf over the K. C. S. Ry., followed by a pleasant ocean voyage, a short and delightful journey, will be a great attraction that will meet with ready patronage from the traveling public. Mexico is as pleasant an abiding place during the winter months as can possibly be Cuba, Florida or Porto Rico. Aside

from the scenic attractions of Mexico and the novelty of the journey, the passenger route by water will be cheaper than by rail, which is another potent argument in its favor. The Mexican railway connections and service are equal to those of the American lines and any point in the republic can be reached by way of Port Arthur and Tampico as easily as from any other point by rail.

Those desiring to make a short trip, can go from Port Arthur to Tampico via Galveston, returning on same steamer to Port Arthur. The entire trip can be made in eleven days, with two days ashore at Galveston and three days ashore at Tampico. The baggage allowance is the same as on the American railways, 150 pounds on full fare tickets and 75 pounds on half fare tickets.

Stop overs, not to exceed ten days, at Port Arthur will be allowed on all first-class one way tickets. At Galveston stop overs are allowed while steamer is in port, viz: from Friday morning until Saturday afternoon. At Tampico and Vera Cruz stop overs are allowed within final limit of ticket. On round trip tourist tickets to Tampico, Vera Cruz or the City of Mexico, lim-

ited to nine months from date of sale, stop overs will be allowed on going trip at all points on the Kansas City Southern Railway, provided passenger leaves Port Arthur not later than three months from date of sale; and on return trip stop overs will be allowed at all points south of Kansas City within final limit of ticket.

The freight service in connection with this new line to Mexico is also of especial interest to shippers doing business in Mexico. Arrangements have been made to protect through rates to all inland points in Mexico at rates varying from sixteen cents per 100 pounds on the highest class of freight to six cents per 100 pounds on the lowest class, lower than the all rail through rates covering the same commodities. Parties contemplating a trip to Mexico via Port Arthur can obtain information, printed matter, time tables or reserve berths on steamship by addressing any of the passenger agents of the Kansas City Southern Railway or writing to Mr. A. L. Roby, V. P. & Gen. Mgr. Mex.-Amer. S. S. Co., 1101 Hibernia Bank Bldg., New Orleans, La., or Mr. S. G. Warner, G. P. A. Kans. City Sou. Ry., Kansas City, Mo.

Marble City, I. T.

The Indian Territory has given birth to many new cities and towns during the last decade. All of them have been successful and many of them have made a quicker growth in one year than did well-known places in other states in twenty years. The things that go to make a prosperous town are almost infinite in variety. Sometimes one single industry is sufficient, but frequently a variety of resources is the stimulus to growth. Marble City, I. T., on the line of the Kansas City Southern Railway, in the Cherokee Nation county upon, as its principal resource, the great deposits of blue, red and variegated marbles, located in its immediate vicinity—marble, of course, is not the only resource, for there is a fine cotton, corn, wheat and fruit country all around it,

capable of large and profitable production, besides which, there are great possibilities in profitable live stock raising.

The marble deposits were not available until within the past few months, when the U. S. government perfected the title to the lands, and also confirmed the title to the town property. With the opening of the townsite came immediate improvements, and at this writing, there has been completed a twenty-one room hotel, and have been established a dry goods and notions store, a neat two-story grocery and confectionery, a newspaper plant, the Marble City Enterprise, a feed and livery stable, a new building for a stock of general merchandise, a saw mill to work up the fine hardwood timber adjacent to the town is to be

installed at once and the same party, Mr. Chamness of Bluntsville, Ind., will erect upon completion of the sawmill, a cotton gin and grist mill.

The Southern Marble Company, a corporation, chartered with a capital of \$1,500,000 have undertaken the development of the marble quarries. A large part of their machinery has been received at Marble City and a force of men are busy in unloading and setting it up. Their boilers, engines, rails, tracks for the tram road, and other implements have arrived and two car loads of channelers, wagons, etc., are en route. When once in motion, it is estimated that these quarries will employ more men and ship more marble than any other quarry west of the Mississippi river. The construction of the buildings, offices, etc., is now going on, and a spur track from the main line of the Kansas City Southern Railway to the quarries is now under construction. About one hundred men will be employed in and about the quarries when in operation. Nearly all the waste material from these quarries will be converted into white lime. Practical tests and chemical analysis

have shown it to be capable of making a very superior lime. A complete lime burning plant is now being erected, and when completed the daily output will be three hundred barrels of lime. The use of so many barrels implies the need of a barrel and box factory, for which the raw material is abundant, a little later on.

An analysis of the marble gives the following results: Silicates, iron and alumina, 00.60; calcium carbonate, 91.74; magnesium 7.46; calcium sulphate 00.20. The crystalline structure shows it to be marble. At the World's Fair in St. Louis a gold medal was awarded to the specimens from Marble City, which were pronounced equal to the Vermont marble by many who inspected them.

The lands in the vicinity of Marble City, suited for agricultural purposes are now in shape to lease and will soon be in condition to sell under the rules relating to the allotment of lands to the individual members of the Cherokee tribe. A quick settlement of the country adjacent to Marble City may be expected at an early day.



C. A. Ford's Packing Shed, Siloam Springs, Ark.

Among the Fruit and Truck Growers.

The representatives of some forty houses, dealing at wholesale in fruits and vegetables, doing business in Kansas City, Denver, Pittsburg, Des Moines, Chicago, New York, St. Louis and other cities have just returned from a special trade extension trip to the states of Arkansas and Texas. They were well pleased with the trip, which

was made for the purpose of getting personally acquainted with the growers of the ten thousand car loads of fruits and vegetables produced in these states. They visited nearly all the fruit and truck producing stations on the Kansas City Southern Railway, and were cordially received wherever they went. Their itinerary included

seventy railway stations and ten days were occupied in making the trip.

The estimated acreage as reported by the Texas Truck Growers' Association for the season of 1905 is approximately as follows: Potatoes, 29,000 acres; onions, 8,000; cabbage, 5,000; cucumbers, 3,000; tomatoes, 4,000; watermelons, 18,000; cantaloupes, 5,500; peaches, 19,000; strawberries, 2,500; mixed vegetables, 7,750 acres. The reports from Arkansas, Missouri and Louisiana, where traversed by the Kansas City Southern Railway, have not yet been made for 1905. During the season of 1904, there were in cultivation in apples 21,199 acres; in peaches, 25,012 acres; in commercial truck, 5,865 acres; in berries, 4,378 acres, and in Irish potatoes, 7,435 acres—an aggregate of 63,889 acres.

The prospects for a fruit harvest for 1905, have been variously reported. The severe winter for a time was thought to have seriously endangered the peach crop. The Missouri peach crop of 1905 will be very small. Trees in protected localities have probably escaped injury, but the great bulk of the peach buds are reported dead. This condition extends far south of the Arkansas river. Raspberries and blackberries have been injured to some extent, while plums and cherries seem to have escaped damage. The apples, grapes and strawberries were apparently not injured at all and a large crop of both may be expected unless caught by a very late frost. In Northwest Arkansas the peach crop is seriously injured, improving, however, further south. In Southern Arkansas, near Mena, Grannis, Cove and De Queen, the peach crop seems to have escaped damage altogether and the present outlook is very promising. In Texas the peach crop will also be large, as will also be the berry crop. Early vegetables were more or less frost bitten and will be two weeks later than usual. Reports from different towns are as follows: Neosho, Mo., shipped 200 cars of strawberries in 1904, will probably ship more berries in 1905 and also ship large quantities of apples. Sulphur Springs, Ark., will ship this season strawberries, apples and pears; Gravette, Ark., will ship strawberries,

apples and raspberries; Decatur, Ark., apples and berries. There are at Decatur 100,000 apple trees, 75,000 peach trees and over 100 acres in berries. Gentry will ship apples, strawberries and raspberries. The annual fruit shipment amounts to \$200,000 to \$250,000. In cultivation, 1905, 450 acres of strawberries, 250 acres raspberries, 80 acres blackberries, 100 acres peaches, 500 acres apples; Siloam Springs, apples and strawberries. In storage about 10,000 barrels of apples; Sallisaw, I. T., shipped, 1904, 100 car loads of potatoes, and 40 car loads of strawberries. Redland, I. T., ships 20 car loads of potatoes. Fort Smith has planted 1,000 bushels of Irish seed potatoes, Poteau, I. T., has 125 acres in bearing peaches and has planted 20,000 new trees this winter. Mena and Cove, Ark., will ship some peaches and a large quantity of strawberries. Grannis, Ark., has 17,250 peach trees bearing, 1905, 63 acres in strawberries; in tomatoes, 19 acres; in potatoes, 21 1-2 acres; in onions and cantaloupes, 2 acres. De Queen, Ark., has about 600,000 peach trees of various ages and will make large shipments of peaches, strawberries, cantaloupes and vegetables of various kinds.

The shipments of fruits and vegetables for 1904 from the several stations on the Kansas City Southern Railway were apples, 75 cars; in storage, 75 cars; peaches, 33,175 crates; strawberries, 105,935 crates; potatoes, 150 cars; miscellaneous truck, 220 cars; cantaloupes, 6,600 crates. The foregoing statement covers only the stations on the K. C. S. Ry. At Fort Smith and Van Buren, Ark., over 1,500 cars of potatoes, over 500 cars of peaches and probably 300 cars more of berries were concentrated and handled. The stations on other railways always handle large shipments of truck and fruits of which there is no record.

The shipments from points in Texas over the various railroads, amounted to 143 cars of berries, 169 cars of cabbage, 218 cars of cantaloupes, 88 mixed fruit and vegetables, 1,233 peaches, 2,719 potatoes, 22 sweet potatoes, 466 onions, 10 cars apples and pears, 795 tomatoes, 1,768 cars of watermelons; total, 7,771

cars. The Georgia peach crop for 1904 amounted to 4,488 cars.

The annual fruit crop of the United States has a value of \$132,000,000. The orchard fruits produced each year have a value of \$84,000,000; small fruits, \$25,000,000; grapes, \$14,000,000, and citrus fruits, grown principally in California and Florida, \$8,549,000.

Western Arkansas fared well in the fruit exhibit at the World's Fair. Two hundred and nine medals were award-

ed in all to exhibitors from the state. Benton County in which Siloam Springs, Gentry, Bentonville, Gravette, Centerton and Rogers are situated, was awarded two gold and twenty-eight silver and bronze medals. Sevier County, in which De Queen and Horatio are situated, secured in all thirty-three medals, and several medals were also awarded to Polk and Washington counties.



A Louisiana Peach Orchard.

At the beginning of each fruit season there is usually much speculation and discussion concerning the coming apple crop. The prophets, as usual, predict that there will be a failure, or a short crop, or something else that is undesirable will surely come between the orchard owner and his bank account. But for all that, it is an indisputable fact, that in the last eleven years, there have been only two failures of the apple crop. Of course the crops have been light in some years and very abundant in others. Last year, 1904, the yield was reported at one-third of a crop, which was a close estimate. Some orchards bore full crops; others had light crops and some no crops at all. There were packed and shipped at Siloam Springs, 75 car loads and there are in storage 75 car loads more, yet this is looked upon as only a partial crop. What will the harvest be, when all the young orchards come into bearing and a full crop is made? In place of car

loads it will have to be computed in train loads. Taking past experience for a guide, it is idle to expect many failures in the apple crop of North Arkansas. If one-third of a crop did yield 150 car loads last year, the same percentage of a crop would mean a larger number for this year, 1905.

The price paid for apples at Siloam Springs was higher than at most of the other apple producing points. As a general proposition, the crop of 1904 was not up to the usual standard of "Arkansas Apples," a condition which usually accompanies a season of light crops. Greater interest and determination on part of the growers is now manifest in the extra care taken of the fruit trees and this sentiment is steadily growing. Young orchards well cared for soon come into bearing and repay their owners. If nothing unexpected happens the apple crop of 1905 will be a large one.

C. A. F.

THEY WON'T BITE YOU.

J. M. LEWIS IN "TEXAS FARM AND RANCH."

I aint worryin' nor figgerin' on what the
Japs'll do,
Nor what an awful, awful end the world's
a-comin' to;
I keep on diversifyin' an' a-puttin' in my
crop,
An' next harvest time'll find me a-comin'
out on top.
A boy once said: "Th' fish bite good to-day,
I know they do."
His pa said: "You keep workin'

An'
They
Won't
Bite
You."

Just raise your hogs, an' colts, an' calves;
an' ever'thing you need
To feed yourself an' family, an' save
enough for seed;
Plant your corn and your potatoes, your
cotton and your cane,
An' you'll be livin' easy when th' fall-
time comes again;
Though red-eyed war may champ her jaws
an' make a great to-do,
Just work your cultivator

An'
She
Won't
Bite
You.

The war won't hurt me I don't think if I
just buckle down;
If people want to go to war, and shoot, an'
fight, an' drown,
I reckon that it's their affair; my work's
cut out for me;
I chirrup to th' hosses an' I take my jug
o' tea,
An' off we go at daylight. Th' dogs o' war
may stew;
But you keep on a-workin'

An'
They
Won't
Bite
You.

Grim War, and Famine, and Distress have
hungry gaping jaws;
They're born of shiftless disregard of
Nature's simplest laws;
Just cultivate in your own field, an' do each
duty well;
Raise all you need to use at home, a little
more to sell,
Enough for seed next planting time, and
you'll have naught to rue;
Though dogs of war may champ their
jaws

They
Won't
Bite
You.

Some Fruit Growers' and Shippers' Associations.

At Siloam Springs, Ark., there was organized in June, 1896, the Fruit Growers' and Shippers' Association, a farmers' business organization which has been doing business ever since. No one thing has ever been of greater value to Benton County, in which Siloam Springs is situated, than this association. It accomplished more in the development of Northwest Arkansas as a fruit country than any other means that could have been provided. It has taken the lead in all matters pertaining to the systematic growing, handling, packing and marketing of fruits, and the discussions held at its regular meetings have brought about an intelligent understanding of the problems involved in the business.

It is an association of growers banded together to assist each other in the management and marketing of their fruit crop. The association is now incorporated, and has one of the best fruit shipping sheds in the state and does not owe a cent to any one. The present officers are: Bird Webster, president; E. R. Osborne, vice-president and C. A. Ford, secretary. The board of directors has five members.

Twenty car loads of strawberries and large express consignments were shipped from Siloam Springs last year, 1904. Essentially the same methods of doing business are used by this association as are used by other associations. All business transactions are made with the secretary subject to the

approval of the board of directors. The loading of the cars is looked after by a superintendent. One or more inspectors are in charge of the shipping sheds and pass upon every load of fruit that comes in. If up to the standard and properly packed the growers are given checks, showing the number of crates delivered and the car number. The returns come to the secretary and are checked out immediately to the growers. If a cash deal has been made, the grower gets his money the next day. The method used has given the greatest satisfaction as no unnecessary delays are incurred and prompt remittances are always welcome. The peach crop of 1904 was small, though 8 car loads were shipped and large consignments were made by express. The strawberry shipments will probably exceed twenty cars. The apple crop for 1904 amounted to 150 car loads, with the prospect that this crop will be much larger in 1905.

The association, by reducing its operations to a business basis, has profited in many ways. The association can do, to advantage, what an individual cannot. It establishes its annual trade connections in ample time, it secures careful inspection of its products, so that its good reputation as

grower and shipper remains intact, it ships in large quantities and secures the best rates, and about fruit picking time all arrangements have been made to have on hand an ample working force sufficiently trained to pick the fruit and pack it properly at the right time, and all these items have much to do with the number and size of the figures in the growers' bank account.

The Polk County Horticultural Society, of Mena, Ark., was organized in 1898, and has grown from a very small number of earnest men to one of the most useful societies in the state. It has been the medium of education and development in the fruit and truck growing industry in that section of the state and has placed the industry on a business basis. Mr. A. W. St. John is the president of the organization. At the present time there are about 200 acres of strawberries in cultivation, the preferred variety being the Mitchell. The country round about Mena affords a splendid local market and a large part of the crop was disposed of at home. Last year's peach crop was a very good one and 1,500 peach trees have been planted during the winter of 1904-05. The apple orchards in the county are not large, but there are many of them. The preferred varie-



In the Kansas City Market.

ties of apples are the Ben Davis, Black Ben Davis, Senator, M. B. Twig, Wine Sap and other varieties grown in North Arkansas. The early varieties latterly are given the preference. The Park Fair Association of Mena is the outgrowth of the good the Horticultural Society has accomplished. A great fruit fair is held annually and the best there is in Polk and the adjoining counties is there on display. Fruit culture is a growing industry here and at the smaller stations near Mena, such as Cove, Grannis, Gillham, Janssen, all of which expect to ship in car load lots within a year or so. Mr. George L. Rector of Gillham, Ark., has one thousand peach trees planted and estimates that his neighbors will have 7,000 peach trees and 3,000 apple trees planted this season.

The Gentry, Ark., Fruit Growers' Association is incorporated with a capital stock of \$10,000. It has 140 members and ships in car lots strawberries, peaches, apples, raspberries and blackberries. It's warehouses, shipping sheds, sidetrack, evaporator and other equipments was acquired at a cost of \$1,300. This association buys all the fruit packages in car lots and furnishes same to its members at cost. The expense to the members in the handling of the crop for 1904 was 1 1-2 cents per crate. The association has in cultivation for 1905, 450 acres in strawberries; 250 acres in raspberries; 80 acres in blackberries; 100 acres in peaches and 500 acres in apples. The business transactions of the association are managed by W. B. Pitkins, president, and Mr. O. W. Patterson, secretary, and the board of directors.

Some Growing Cities on the K. C. S.

In many cities of the United States it has become the custom to compile at least once a year the statistics relating to local improvements. It would be a grand thing if the custom was generally followed, which unfortunately is not the case.

Kansas City, Mo., for the year 1904 reports the erection of 4,351 buildings, most of which were dwellings, aggregating in cost \$8,816,757. During 1903, 3,644 building permits were granted, costing \$7,709,335. The outlay for new buildings in 1904 exceeded the outlay of 1903 by \$1,107,422. There were fewer large office and commercial buildings, but a larger number were devoted to manufacturing purposes and dwellings.

Joplin, Mo., according to a very recent census, has 34,000 inhabitants. During 1904 \$500,000 were expended for new buildings. The U. S. Government building cost \$150,000, the Miners' Bank building \$90,000, the Anheuser-Busch Brewing Company's building

\$50,000, the Elks' Home \$30,000, the new Methodist church \$15,000. Several factory buildings were erected, but the largest part of the expenditure went into private dwellings. The average daily in and out going freight traffic of Joplin now exceeds 100 cars per day, often exceeding 115 cars per day. The postal business shows a great gain over that of the preceding year, the aggregate receipts being \$43,957.75.

Port Arthur, Texas, reports an increase of population of 1,100 during 1904, and 238 separate shipments of household goods. Building has gone on apace, though the cost and number of new buildings has not been reported.

The business of the Port during 1904 has increased 32 per cent over the previous year's business. The aggregate tonnage for 1904 is 647,555 tons and valued at \$15,317,763, and carried in 387 ships, foreign and coastwise. The

great bulk of the export consisted of crude and refined oils and by products, great quantities of lumber and timber, pine, hardwood and walnut, but among these exports, mostly foreign, were 688,000 bushels of wheat, 2,313,560 pounds of flour, 230,632 bushels of corn, 89,070 bales of cotton, 20,360,029 pounds of cotton seed meal, 575,003 pounds of oil cake, 174,750 pounds of canned meats and over 1,000 tons of rice and rice products, barrel staves, tool handles, machinery, provisions, etc.

Pittsburg, Kansas, has made a wonderful growth during 1904. There were expended \$3,000,000 for new buildings, of which 700 were private dwellings, 82 were business buildings and 30 were manufactories. Eighty new industries were established during the year, and the population, now 14,368, was increased by 1,252 new inhabitants. The coal production amounted to 7,000,000 tons, valued at \$10,000,000. The monthly pay roll now amounts to fully \$1,000,000.

Mena, Arkansas, has 5,000 people and is prospering. During 1904 it made a good growth and there were erected brick buildings to the value of \$91,100, and new residences costing \$107,100, buildings under contract and construction \$30,000, a total for one year of \$228,860. In the surrounding country there has been much renewed activity in the slate and manganese deposits, and the outlook for increased business is very good. The municipal waterworks system, costing \$40,000, has been completed and the Kizer Telephone Co. have made local improvements at a cost of \$10,000.

A report made July 1, 1904, covering all the towns on the K. C. S. Ry. for the year ending at that date shows the erection of 4,877 business buildings and dwellings, costing \$4,261,700 and the establishment of 498 manufacturing enterprises. During the latter half of 1904 the increase at all points has been large, and there is not a town on the line which has not made some material progress. Kansas City, Mo., is not included in these reports.

Progress of Fort Smith, Ark., During 1904.

Fort Smith lies in the heart of the best coal producing region west of the Mississippi and its production of this commodity is enormous. Furthermore it is located in the center of a superior fruit and truck growing region, being a well known supply point for strawberries, peaches, potatoes and vegetables. It has also within easy reach an almost inexhaustible supply of excellent pine timber and an abundance of the finest hardwoods. Its railway facilities are excellent, having five railways which afford superior advantages in the matter of distribution of its local manufactures and the development of its jobbing trade. Making progress under these conditions was therefore not a difficult undertaking.

The population of Fort Smith, including the additions is now fully 25,000 and its growth during the year 1904 has been startling. The real estate transfers within the city during the year amount to \$1,084,328. One of the most important events was the introduction of natural gas into the city, which is obtained from the Mas-sard prairie, a gas field very convenient to Fort Smith. Some twenty miles of new gas mains were laid and connected with the already existing system, making available in all over forty miles of gas mains. This very cheap fuel opens many new opportunities for manufacturing enterprises, though Fort Smith was very fortunate in already having an abundant supply of very cheap fuel.

The transportation facilities were augmented by the completion of the Midland Valley Railway from Fort Smith to Tulsa, I. T., about 165 miles. This railway passes through a vast coal region and will largely increase the jobbing trade of the city. During the year some seven or eight miles of the country roads leading into Fort Smith have been graded, macadamized and improved so as to carry the heaviest wagon traffic that can be put on it in all kinds of weather. Two or three miles of city streets have been likewise improved and this work is being continued in several parts of the city.

The Fort Smith Light and Traction Company, capital \$1,600,000, is a new corporation which has acquired the property and franchises of the old electric street car system and has in contemplation the construction of a system of suburban trolley lines aggregating 50 miles in length. One line is to be built to the Jenny Lind coal camp by January, 1906, and to Hartford, Ark., by January, 1907. A suburban park convenient to town is now being laid out at a cost of \$40,000.

The extension of the city limits is now under serious consideration. The population doing business in Fort Smith but living outside of the municipal jurisdiction exceeds 8,000 and the property value is over one million. The number of new buildings within the city during 1904 exceeds three hundred. Thirty-four of these were business buildings, including mercantile buildings, factories and railroad round houses and shops, which cost in all \$392,600; seven of them were public and semi-public buildings which cost \$206,000, and two hundred and sixty-four were residence buildings and additions, ranging in cost from \$15,000 to \$300, the aggregate cost being \$512,550. The total expenditure for the year for buildings alone was \$1,111,150. Some of the larger buildings were an addition to the U. S. courthouse and postoffice, costing \$100,000, the new Peabody public school costing \$35,000, the Lutheran church building, costing \$35,000, the St. Ann's Academy, costing \$50,000, and the Christian church, costing \$30,000.

The increase in the city's school population has been quite large, making necessary the construction of new buildings. At the close of 1904 there were in attendance at the public schools 3,100 pupils, 71 teachers being employed. The city's school property is valued at \$300,000 and consists of nine graded schools, and a very fine high school. Among the private schools are St. Ann's Academy with 150 pupils, the Fort Smith Commercial College with 150 students, a German Lutheran and a German Catholic school and several others.

The waterworks system has reached a high state of efficiency and consists of a pumping station capable of raising 9,000,000 gallons of water daily, settling basins of 13,000,000 capacity, a standpipe of 550,000 gallons capacity and thirty miles of mains and pipes. The sewage system is also very complete. The annual death rate is now from 10 to 12 per thousand.

The banking facilities of Fort Smith consist of the First National bank, capital and surplus \$400,000; the Merchants' National bank, capital \$400,000; the American National bank, capital \$200,000, and the Fort Smith Trust Company, \$205,000. There are in all twenty-one church buildings in Fort Smith in the construction of which \$420,000 have been expended.

Of new manufacturing establishments Fort Smith has secured a goodly number during 1904. All the old factories have made substantial additions to their plants and have increased their operating forces. Among the new enterprises are the Arkansas Granite Brick company, capital \$50,000, capacity 20,000 sand-lime bricks per day, employs 25 men; the Fort Smith Wagon company, capital in buildings and machinery, \$140,000, employs 100 men; D. A. Anderson Lumber Co., mill, capital \$7,500, employs 15 men; Fort Smith Refrigerator Works, employs 30 men, capital, \$8,000; Fort Smith Sash and Door Co., capital \$15,000, employs 30 men; J. G. Miller Excelsior factory, capital \$3,000, employs 6 men; Fort Smith Couch and Bedding Co., capital, \$50,000, employs 25 men; United States House Building Co., capital \$100,000, employs

from 50 to 100 men; Fort Smith Biscuit Co., capital \$25,000, employs 30 to 35 men, capacity 600 boxes per day; Fort Smith Handle Co., capital \$100,000, employs 100 men, output 150,000 handles; Ferguson Lumber Co., capital \$40,000, employs 15 men in mill; Midland Valley Railway, roundhouse and machine shops; the Fort Smith Rim and Bow Co., and the Fort Smith Powder Works, located 5 miles from the city.

The work of the year summed up amounts to the erection of 305 new buildings of all kinds valued at \$1,111,150, the acquisition of additional railway facilities, an extension of the

suburban and city electric lines, increased school facilities and enlarged attendance, a largely increased population, an active transfer in real estate, and the establishment of 14 new manufacturing enterprises involving the investment of over \$618,000 in capital, buildings and machinery and the employment of 500 men, whose output in manufactured products will be worth about \$500,000 per annum, together with the enlargement of nearly all the older manufacturing enterprises in Fort Smith. It was a good year's work well done and the progress made indicates increased activity for the year 1905.

Industrial Notes.

PITTSBURG, KAN.—Brick laying has been commenced on the new Stanton packing plant. This will be the second meat packing plant in operation in Pittsburg. The Briquette plant has turned out a good quality of briquettes, but owing to the want of adequate machinery they are not being turned out in merchantable quantity. The residence portion of Pittsburg is now building up with wonderful rapidity. The Kansas Natural Gas Company is now extending its pipelines to Pittsburg. The water works plant has been entirely rebuilt at a cost of \$100,000. The daily capacity is now 2,000,000 gallons. The bank deposits of Crawford County, according to the reports of the several banks, are \$2,574,867.67. The deposits of Pittsburg alone amount to nearly \$2,000,000. The deposits represent a per capita of \$57.22 for every man, woman and child in the county.

JOPLIN, MO.—The Kansas National Gas Company is rapidly approaching Joplin with its 14-inch pipeline. It has passed Columbus and Quaker valley. The Methodist Church, South, congregation have completed a fine gothic stone church building at a cost of \$25,000. The 4,000 horse-power electric plant at Spring river, near Lowell, is nearing completion, and the feed wires have been carried to Joplin and many adjacent mining camps. The dam built near Lowell Kans., will hold 2,000 acres of water and afford a head of 24 feet. The new business buildings erected in Joplin during 1904 have cost fully \$400,000, and the residence building \$100,000 more. Negotiations are now pending for the erection of a packing house.

JOPLIN, MO.—The Glencoe Lime Company of St. Louis has in contemplation the

construction of a large lime kiln on Shoal creek. The capacity of the new kiln is to be two car loads per day, and natural gas is to be used for fuel.

NEOSHO, MO.—The American Tripoli Company, with quarries at Seneca, has increased its capital to \$100,000. The company manufactures water filters and ground tripoli for polishing. About forty per cent of the product is shipped to Europe.

NEOSHO, MO.—The Neosho Nursery Company has been recently organized with Mr. M. L. Stewart as manager. The company will be ready to supply nursery stock at once.

GRAVETTE, ARK.—A summary of last year's fruit shipments gives 25 cars of green apples, 4 cars of dried apples, 8 cars of green apples in small local shipments, 6 cars of dried apples in local shipments, and 3,799 crates of berries. The total is 43 cars of green and dried apples and 3,799 crates of berries. Owing to the late frost of 1904 the crop was unusually small.

SILOAM SPRINGS, ARK.—There are at this time under construction or contract ten new buildings, of which eight will be built of brick. The M. E. church is to be greatly enlarged and be ready for use in May. The Siloam Springs Telephone Company has increased its equipment and is enlarging its service. A mile of cable has been recently added to its equipment.

SILOAM SPRINGS, ARK.—In the first 24 days of March, 1905, there have been shipped from Siloam Springs 12 car loads of apples, 10 car loads of eggs, 2 car loads of ice, 5 car loads of flour and 2 car loads of wheat. Poultry, dressed is now shipped from this point in car load lots.

SPIRO, I. T.—The Methodist congregation of Spiro has begun the construction of a new church building.

FORT SMITH, ARK.—The Fort Smith Hardwood Manufacturing Co., capital \$80,000, organized for manufacturing spokes, axe, pick, hoe and hammer handles and similar goods, is the newest industrial acquisition of Fort Smith. This will be the second factory of this kind at Fort Smith, the first being the Virginia Hardwood Company, which makes all kinds of tool handles. Messrs. J. N. Whittaker & Co. have established a new mattress factory, which will make the second establishment of this kind.

During 1904 Fort Smith secured nine new large manufacturing establishments. The Fort Smith Ice and Cold Storage Co. have added new machinery to their plant at an outlay of \$25,000.

POTEAU, I. T.—Negotiations are now pending for the erection of a cotton compress at this point.

MENA, ARK.—A census of Mena, completed March 31st, shows a population of 5,107. This will make Mena a city of the first class under the laws of Arkansas. The postal business of Mena now amounts to \$6,000 annually. The Mena council has ordered the macadamizing of several streets, and this work is now being done. In the city park improvements have also been made. The artificial lake has been increased in capacity and a substantial bridge has been built over the lake.

MENA, ARK.—There has been considerable activity during the last six months in the development of the mineral resources of this region. The latest development in this line is the organization of the Cracker State Slate Company with a capital of \$100,000, of which amount \$56,000 is paid up. The new corporation proposes to engage in the mining of slate, manganese, coal, zinc and lead, and preparing same for the market.

DE QUEEN, ARK.—In the recent county election De Queen was rated as the best place for the location of the county seat. The De Queen Improvement Association has recently been organized for the purpose of improving the roads, stimulating immigration and promoting the location of new industrial enterprises. The De Queen Light and Ice Company, in boring for water obtained an excellent artesian well of pure, free-stone water, at a depth of 320 feet. The water was found in clean, white sand and rises twenty feet above the mouth of the well. A second well has just been finished within the second week in March. Thirty-three medals for excellence in fruit exhibits were awarded to De Queen by the board of awards of the Louisiana Purchase Exposition.

DE QUEEN, ARK.—The Improvement Club is now negotiating with several northern investors for the erection of a box and crate factory. Several car loads of fruits and vegetables will be shipped from this point within the next sixty days. There are over 5,000 acres in peaches at and near

De Queen and a factory of this kind is much needed.

WINTHROP, ARK.—Mr. C. M. Cook is erecting a new cotton gin, which will handle about fifty bales per day.

ASHDOWN, ARK.—In accordance with the decision of the supreme court, Ashdown is now the county seat of Little River County. A large stave mill has been recently installed here.

TEXARKANA, TEX.—A new ice factory, capital \$20,000 is expected to be built here at an early day. The new company will be known as the Home Ice Company.

BEAUMONT, TEXAS.—The Beaumont Water Supply Company has at last completed its water works system and from now on the city will have available at all times an abundant supply of pure, wholesome water for household use as well as fire protection. Representative Burgess has introduced a resolution in Congress to build a coast wise canal from the mouth of the Rio Grande to Donaldsonville, Louisiana. The purpose is to utilize the bays, sounds and inlets on the gulf coast and create a continuous land-protected waterway from Mexico to Louisiana. The works of the Central Asphalt Company at Port Neches, which have been standing idle for some time, are now being put in condition for the manufacture of lubricating and illuminating oils.

ORANGE, TEXAS.—The Yellow Pine Paper Mill Company has enlarged its plant and four car loads of new machinery have been received, and will be installed without delay. The proposition to establish the Orange Piano and Organ Factory has been revived. The necessary machinery is to be shipped from Chicago to Orange without delay. The boilers of the Adam's Bayou Canal Company have been set and the brick work will begin immediately.

LAKE CHARLES, LA.—The Orange Land Company, which owns 265,000 acres of land in the parish, is contemplating the construction of a vast drainage system for the purpose of making available some of the richest marsh lands in the United States. The brick work on the new Majestic Hotel is now finished to the top of the 4th story, and the roof is nearly completed. This hotel, when finished, will be one of the largest in the state. The movement of rice during 1904 has been fifty per cent greater than ever before. Over 100 long tons of cleaned rice were exported direct to Europe. During 1904 much inferior rice was produced, and for the inferior grades the price was lower than ordinary.

LAKE CHARLES, LA.—The Union Sulphur Company has now in its employ between 500 and 600 men and is now turning out more sulphur than at any time in the history of the company. Much of this sulphur is now shipped abroad. Formerly it was imported.

PORT ARTHUR, TEX.—A first-class Manual Training and High School is to be established here at an early date. The cost of the buildings will be about \$65,000.

RELIABLE INFORMATION

ABOUT THE KANSAS CITY SOUTHERN COUNTRY

If you desire special information concerning any section of country along the line of the K. C. S. Ry., if you want information concerning the quality and value of lands, the possibility of profitable farming, fruit growing, stock raising, truck raising, or the opportunities for business awaiting you, or if you are looking for resorts for pleasure or health, write to any of the addresses given below and a prompt reply is assured.

GENERAL FARMING LANDS.

Beaumont, Tex.—Oswald Realty Co., C. L. Nash Co., W. D. Wilson Development Co., A. R. Hare.
De Queen, Ark.—Towson & Johnson, W. A. Craig, Herman Dierks.
Drexel, Mo.—C. E. Faulkner & Co.
Gentry, Ark.—C. C. Lale.
Grannis, Ark.—J. H. Orr.
Gravette, Ark.—J. T. Oswalt.
Horatio, Ark.—W. W. Millwee.
Joplin, Mo.—Marion Staples.
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.
Leesville, La.—J. W. Dennis, W. A. Martin.
Mena, Ark.—G. B. Dennis, S. B. Shrewsbury.
Neosho, Mo.—T. P. Anderson, J. M. Z. Withrow, E. H. Borton.
Port Arthur, Tex.—Geo. M. Craig.
Sallisaw, I. T.—J. E. Chriss.
Siloam Springs, Ark.—Dunlap & Son, Wright & Graves.
Shreveport, La.—Wm. Hamilton & Co., S. B. Simon Real Estate Co., J. G. Paty.
Texarkana, Texas—O. P. Taylor & Co., G. Less & Co., Texarkana Real Estate Co.
Waldron, Ark.—Forrester Duncan Land Co.
Westville, I. T.—R. H. Couch, E. Bee Guthrey.

RICE LANDS, FOR SALE AND FOR RENT. OIL LANDS.

Lake Charles, La.—A. V. Eastman, Mgr. North American Land & Timber Co.
Port Arthur, Tex.—Geo. M. Craig.
Nederland, Tex.—A. Burson.
Beaumont, Tex.—Oswald Realty Co., W. D. Wilson Investment Co., A. R. Hare.

TIMBER LANDS AND MILL PROPERTIES.

Lake Charles, La.—North American Land & Timber Co.
Shreveport, La.—J. G. Paty.

U. S. GOVERNMENT LANDS.

Arkansas—F. S. Baker, Receiver, U. S. Land Office, Harrison, Ark.; E. A. Schicker, Receiver, U. S. Land Office, Camden, Ark.
Louisiana—U. S. Land Office, Natchitoches, La.
Missouri—G. A. Raney, Receiver, U. S. Land Office, Springfield, Mo.

CHEROKEE AND CHOCTAW INDIAN LANDS.

Sallisaw, I. T.—K. & A. V. Land Co.
Westville, I. T.—R. H. Couch.

DEALERS IN FRUIT AND TRUCK LANDS.

De Queen, Ark.—Towson & Johnson, W. A. Craig, Herman Dierks.
Grannis, Ark.—J. H. Orr.
Horatio, Ark.—W. W. Millwee.
Kansas City, Mo.—E. O. Haight, 553 Gibraltar Bldg.
Kansas City, Mo.—Kansas City Southern Land and Immigration Co., 201-202 Beals Building, 9th and Wyandotte Streets.
Gentry, Ark.—C. C. Lale.
Siloam Springs, Ark.—Dunlap & Son, Wright & Graves.
Texarkana, Texas—O. P. Taylor & Co., Texarkana Real Estate Co., G. Less & Co.

BUSINESS LOCATIONS.

Write to S. G. Warner, General Passenger Agent, Kansas City, Mo., for copy of "K. C. S. Opportunities for Business," or write to any of the commercial associations named below.
Beaumont, Tex.—Chamber of Commerce, D. Woodhead, Secy.
Fort Smith, Ark.—Commercial Club, J. H. Miller, Secy.
Gentry, Ark.—Commercial Club, Leo A. Moore, Secy.
Grannis, Ark.—J. H. Orr.
Horatio, Ark.—W. W. Millwee.
Lake Charles, La.—Board of Trade, H. B. Milligan, Pres.
Leesville, La.—W. A. Martin, Mayor.
Mansfield, La.—Progressive League, J. F. McFarland, Secy.
Town of Mena, Ark.—C. C. Palmer, Mayor.
Neosho, Mo.—Commercial Club, Lee D. Bell, Secy.
Poteau, I. T.—Poteau Improvement Co., Ed. McKenna, President.
Port Arthur, Tex.—Chamber of Commerce, Tom W. Hughen, Secy.
Sallisaw, I. T.—Western Land and Immigration Co.
Shreveport, La.—Progressive League, A. R. Holcombe, Secy.
Siloam Springs, Ark.—Board of Trade, D. Zimmerman, Secy.
Texarkana, Tex.—Commercial Club, J. Huckins, Jr., Secy.
Zwolle, La.—Bank of Zwolle.

HEALTH AND PLEASURE RESORTS.

Neosho, Mo.—Spring City Hotel, Central Hotel, Southern Hotel.
Noel, Mo.—City Hotel.
Siloam Springs, Ark.—Commercial Club, John Ewing House, Cottage Hotel.
Sulphur Springs, Ark.—Church & Paul.
Mena, Ark.—Business Men's Club.
Port Arthur, Tex.—Geo. M. Craig.
Lake Charles, La.—Board of Trade.
Small Game, Quail, Rabbits, Squirrels, etc.—Merwin, Amoret, Hume, Statesbury, Oskaloosa, Asbury, Neosho, Goodman, Lanagan, all in Missouri.
Wild Turkey, Quail, Prairie Chickens, Rabbits, Squirrels, etc.—Sulphur Springs, Siloam Springs, Ark., Stilwell, Redlands, Poteau, I. T.
Deer, Bear, Turkeys, Raccoon, Opossum and Smaller Game—Rich Mountain, Mena, De Queen, Hatfield, Grannis, Horatio, Ravanna and Janssen, Ark., Texarkana, Texas, Mooringsport, Shreveport, Mansfield, Many and Leesville, La., and Beaumont, Tex.
Ducks and Waterfowl in Season—Poteau, I. T., Mooringsport, Shreveport, Mansfield, Leesville and Lake Charles, La., and Beaumont and Port Arthur, Tex.
Black Bass, Trout, Croppie, Perch, Catfish—Amoret, Asbury, Neosho and Noel, Mo., Siloam Springs, Ark., Westville, Stilwell, Redland, Poteau, I. T., Mena, De Queen, Rich Mountain, Ravanna, Janssen, Ark., Texarkana, Tex., Mooringsport, Shreveport, Mansfield, Leesville, Many, Lake Charles, La., Beaumont, Tex.
Tarpon, Sea Trout and Salt Water Game Fish—Port Arthur, Tex.

KANSAS CITY SOUTHERN RAILWAY CO.

STUART R. KNOTT, President.
T. E. JARRETT, General Superintendent.
E. E. SMYTHE, General Freight Agent.

S. G. WARNER, General Passenger and Ticket Agent.
J. W. METCALF, Supt. (N. Div.) Pittsburg, Kas.
M. J. SULLIVAN, Supt. (S. Div.) Texarkana, Tex.

GENERAL OFFICES, KANSAS CITY, MO.

TEXARKANA & FORT SMITH RAILWAY CO.

STUART R. KNOTT, President.
W. S. ESTES, First Vice-President.

M. J. SULLIVAN, Superintendent.
C. E. PERKINS, General Freight Agent.
C. E. SWINDELL, General Passenger and Ticket Agent.

GENERAL OFFICES, TEXARKANA, TEXAS.

Traffic Representatives of the Port Arthur Route.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

BEAUMONT, TEXAS. J. C. Mow (K. C. S. Ry.), Commercial Agt. R. A. Morris (T. & Ft. S. Ry.) City Ticket Agt.
CHICAGO, ILLS. Marquette Building. O. G. Parsley (K. C. S. Ry.), General Agent,
DALLAS, TEXAS. A. Catuna (K. C. S. Ry.), General Agent.
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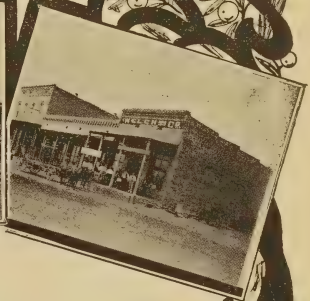
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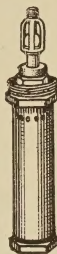
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